

Procedure *The aircraft on the offset course approach must see the runway-landing environment and, if ATC has advised that traffic on the straight-in approach is a factor, the offset course approach aircraft must visually acquire the straight-in approach aircraft and report it in sight to ATC prior to reaching the DA for the offset course approach.*

CC *The Clear of Clouds point is the position on the offset final approach course where aircraft first operate in visual meteorological conditions below the ceiling, when the actual weather conditions are at, or near, the minimum ceiling for SOIA operations. Ceiling is defined by the Aeronautical Information Manual.*

6. SOIA PRM approaches utilize the same dual communications procedures as do other PRM approaches.

NOTE–

At KSFO, pilots conducting SOIA operations select the monitor frequency audio when communicating with the final radar controller; not the tower controller as is customary. In this special case, the monitor controller’s transmissions, if required, override the final controller’s frequency. This procedure is addressed on the AAUP.

(a) SOIA utilizes the same AAUP format as do other PRM approaches. The minimum weather conditions that are required are listed. Because of the more complex nature of instructions for conducting SOIA approaches, the “Runway Specific” items are more numerous and lengthy.

(b) Examples of SOIA offset runway specific notes:

(1) Aircraft must remain on the offset course until passing the offset MAP prior to maneuvering to align with the centerline of the offset approach runway.

(2) Pilots are authorized to continue past the offset MAP to align with runway centerline when:

[a] the straight–in approach traffic is in sight and is expected to remain in sight,

[b] ATC has been advised that “traffic is in sight.” (ATC is not required to acknowledge this transmission),

[c] the runway environment is in sight. Otherwise, a missed approach must be executed. Between the offset MAP and the runway threshold, pilots conducting the offset PRM approach must not pass the straight–in aircraft and are responsible for separating themselves visually from traffic conducting the straight–in PRM approach to the adjacent runway, which means maneuvering the aircraft as necessary to avoid that traffic until landing, and providing wake turbulence avoidance, if applicable. Pilots maintaining visual separation should advise ATC, as soon as practical, if visual contact with the aircraft conducting the straight–in PRM approach is lost and execute a missed approach unless otherwise instructed by ATC.

(c) Examples of SOIA straight–in runway specific notes:

(1) To facilitate the offset aircraft in providing wake mitigation, pilots should descend on, not above, the glideslope/glidepath.

(2) Conducting the straight–in approach, pilots should be aware that the aircraft conducting the offset approach will be approaching from the right/left rear and will be operating in close proximity to the straight–in aircraft.

7. Recap.

The following are differences between widely spaced simultaneous approaches (at least 4,300 feet between the runway centerlines) and Simultaneous PRM close parallel approaches which are of importance to the pilot:

(a) **Runway Spacing.** Prior to PRM simultaneous close parallel approaches, most ATC–directed breakouts were the result of two aircraft in–trail on the same final approach course getting too close together. Two aircraft going in the same direction did not mandate quick reaction times. With PRM closely spaced approaches, two aircraft could be alongside each other, navigating on courses that are separated by less than 4,300 feet and as close as 3,000 feet. In the unlikely event that an aircraft “blunders” off its course and makes a worst